

## Lin Guoping

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**From:** Bonita Master <master@bonita.jjuc.no>  
**Sent:** Tuesday, 10 July 2018 2:56 AM  
**To:** 'Tenev, Ivelin'; 'Gensteam Vancouver Operations'  
**Cc:** 'BU Pacific - VCR'; Lin Guoping; LDB-Operations; b-operat@jjuc.no; dg@jjuc.no  
**Subject:** [SPAM] RE: MV Bonita voy 1803806/ bunker stem at Columbia River

**Categories:** gli in cc or to

Dear Sir,

We hereby confirmed safe receipt of below bunker stem.

Brgds,  
Capt. Renato E. Supetran  
Mv. Bonita - LALO7  
Sat. FBB Tel. No. 870-773911176  
Sat. C Tlx No. 425900510  
Email: [master@bonita.jjuc.no](mailto:master@bonita.jjuc.no)  
Mobile No. In Port only + 47 90 274 249

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**From:** Tenev, Ivelin [<mailto:ivelin.tenev@oldendorff.com>]  
**Sent:** mandag 9. juli 2018 19.31  
**To:** 'Bonita Master' <master@bonita.jjuc.no>; 'Gensteam Vancouver Operations' <[vwaops@gensteam.com](mailto:vwaops@gensteam.com)>  
**Cc:** BU Pacific - VCR <[ops-vcr@oldendorff.com](mailto:ops-vcr@oldendorff.com)>  
**Subject:** MV Bonita voy 1803806/ bunker stem at Columbia River

Good day Capt. Supetran and Sandra,

Pls find below bunker stem for the subject vessel:

VESSEL:  
M/V BONITA

IMO NUMBER:  
9494060

VOYAGE NUMBER:  
1803806

ACCOUNT:  
OLDENDORFF CARRIERS GmbH & Co KG

PORT:  
PORTLAND

DATE:  
ETA: 12TH OF JULY + 5 DAYS CARGO OPS  
CLOSE CONTACT WITH AGENT

QUANTITY:

28-70 mts

GRADE:

MGO DMA LS max. 0.1%<sub>s</sub>

ISO 8217 – 2010

SELLER/SUPPLIER:

RAINIER PETROLEUM

AGENT:

General Steamship – Columbia River

3120 NW Harborside Drive Suite 109

Vancouver, WA 98660

360-573-5465 Phone (24-hour)

503-225-9310 Fax

Email: [vwaops@gensteam.com](mailto:vwaops@gensteam.com)

MARPOL 73/78

ANNEX VI:

THE SUPPLIER/SELLER WARRANTS TO MAKE THIS SUPPLY STRICTLY IN COMPLIANCE WITH THE MARPOL 73/78 ANNEX VI REGULATION

DELIVERY:

BY BARGE (IF DELIVERY CANNOT BE EFFECTED BY ONE BARGE ONLY WE REQUIRE NOTIFICATION BEFORE FIXING)

REMARK:

NO DOUBLE BDN ALLOWED.

SUPPLIERS TO KEEP ALL PARTIES INFORMED IN WRITING AT ALL TIMES WITH REGARDS TO ANY CHANGES.

SAMPLING:

In order to avoid misunderstandings and eliminate doubt of the representative samples we request the following procedures to be followed concerning who takes/gets which samples:

Barge/supplier 1 or 2 samples as they require

Vessel 2 samples (one for the vessel and one as Marpol)

Surveyor 4 samples (one for the analysis and the other ones to be kept in case of necessity to retest a representative sample. In case buyer and/or seller requires a counter analysis for a claim settlement such counter analysis must be done on one of the surveyor retained samples only. Such analysis to be in line with ISO 8217 and to be conducted in a laboratory accredited to ISO 17025. The test should be part of the accreditation schedule (or equivalent national accreditation standard if ISO 17025 is not adopted by the country the test is carried out in).

Master:

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Pls kindly proceed to keep all parties updated of your good vs'l's ETA, 10,7,5,3,2,1 days notice of vessels arrival, and should there be any change in ETA previously advised by more than 1 hrs in the last 24 hrs, master to advise all parties concerned of vessel's new ETA.

Agent:

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Pls kindly keep supplier with copy to Oldendorff updated in writing daily of the vsl's port program (ETA, ETB, ETCD).

Please follow up to ensure supplier to reply in writing of the relevant bunker supply intended program for a/m vsl.

Should supplier only proceed with telephone update, suggest that you are to follow up with email copy to supplier and us:

recapture supplier's telephone call comment.

We kindly request your co-operation in this regards to avoid possible dispute(s).

Please kindly confirm your compliance. Thank you!

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Please see below from our general instructions:

If bunkers are supplied to your vessel, please always confirm to us the exact quantity received as per receipt, time bunkering commenced and time completed. Please protest if the quantity received does not match the figures on the bunker receipt or if the quantity does not match with the quantity ordered as per our earlier correspondence.

This problem can be avoided by confirming the quantity in the supplying barge prior to commencement and after completion of pumping the product.

You are therefore requested to check the quantities of bunker oil in the supplying barge before and after replenishment.

Make sure a competent officer will be nominated to witness and record either the barge (or the shore flow meter) readings prior commencement, during and after completion of bunkering.

If despite having taken soundings on the barge the quantity stated on the bunker delivery receipt (bdr) does not match the quantity sounded by the vessel you are requested to negotiate with the master of the supplying barge for the bunker shortfall while continuing to avoid delays in vessel's operations/departure.

If you determine that you will not be able to settle the trouble at bunkering please take care that the incident is reported to us in writing after the following action:

- immediately contact your operator for advice and do under no circumstance sign the bdn without instruction given from Oldendorff.

- if a surveyor is present pls have him confirm and sign the readings/soundings.

- please retain all vessel's soundings, bunker tank quantity records etc. signed by the c/e and if present by independent surveyor before and after bunkering.

- a letter of protest is of no real help and a useless measure in most of the cases. However, in order to protect your interest you may of course draw up one. On this letter please include the names and signatures of the individuals in charge on the vessel additionally to the names and signatures of the individuals in charge of the supplying barge

- If the barge personnel refuse to sign the a.m. letter of protest please make the remark "refused to sign".

- Never pre-sign any final supplier's documents before bunkering is completed.

- make cross checks from time to time during bunkering to ascertain the quantity received so far.

As the samples drawn by the supplying barge are the only samples considered being representative it is of utmost importance that you make sure that the sampling procedure on board of the barge is well in order. A signature from vessel's representative will then be needed on the labels of the sample bottles.

Please make sure that you always get one sample of each grade in addition to the Marpol sample. The Marpol sample is required as evidence towards Port State Control and other authorities and not to be used for any quality issues between buyers, suppliers and consumers of bunkers.

Please make sure that Drip sampling will be done at the point of custody transfer, i.e. the ship's manifold and will be witnessed by the Chief Engineer and seals of sample bottles will be signed by him and barge representative. At least one sealed sample to be kept on board.

Upon completion of bunkering you are requested to advise:

AA) in which tanks new bunkers have been filled

BB) whether new bunkers have been mixed with old bunkers ROB

If any interruptions in your vessel's services occur, please notify us immediately, stating reason, time and bunker consumption involved.

Reverting with the final qty in due course.

Regards,  
**Ivelin Tenev**  
Senior Operations Manager  
Operations

**T:** +1 604 697 3237  
**M:** +1 604 365 8372  
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[www.oldendorff.com](http://www.oldendorff.com)

**OLDENDORFF** 

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